

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 13-134 Date: 05 September 2013 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: AIRBUS	Type/Model designation(s): A318, A319, A320 and A321 aeroplanes
TCDS Number:	EASA.A.064
Foreign AD:	Not Applicable
Supersedure:	None
ATA 32	Landing Gear – Main Landing Gear Retraction Actuator – Inspection
Manufacturer(s):	Airbus (formerly Airbus Industrie)
Applicability:	Airbus A318-111, A318-112, A318-121, A318-122, A319-111, A319-112, A319-113, A319-114, A319-115, A319-131, A319-132, A319-133, A320-111, A320-211, A320-212, A320-214, A320-215, A320-216, A320-231, A320-232, A320-233, A321-111, A321-112, A321-131, A321-211, A321-212, A321-213, A321-231 and A321-232 aeroplanes, all manufacturer serial numbers.
Reason:	During routine pre-flight inspection of an Airbus A319, a hydraulic fluid leak was detected, coming from the retraction actuator of the main landing gear (MLG). The results of subsequent investigations revealed that a galvanic difference between materials induced an internal corrosion which was the crack initiator of the component. Actuators from 201590 series have been identified as potentially affected by this manufacturing deficiency, unless inspected and corrected during MLG overhaul. This condition, if not detected and corrected, could lead to retraction actuator failure, preventing the full extension and/or down-locking of the MLG, possibly resulting in MLG collapse during landing or rollout and consequent damage to the aeroplane and injury to occupants. To address this potential unsafe condition, Airbus has published Service Bulletin (SB) A320-32-1408, providing instructions to identify and replace the affected actuators that have already exceeded MLG overhaul. For the reason described above, this AD requires a one-time identification and replacement of each affected MLG retraction actuator Note: This requirement was previously introduced in Airbus A318/A319/A320/-A321 ALS part 4 original issue approved on January 8, 2008.

Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 18 months after the effective date of this AD, inspect each MLG retraction actuator to determine whether the Part Number (P/N) is 201590001, P/N 201590002, P/N 201590002-010, P/N 201590002-020, or P/N 201590003, and to determine the time in service accumulated by the actuator (see Note 1) and, within the compliance time as specified in Table 1 of this AD, as applicable, replace each actuator with a serviceable actuator in accordance with the instructions of Airbus SB A320-32-1408. A review of aeroplane delivery- or maintenance records is acceptable to make the identification and determination as required by paragraph (1) of this AD, provided those records can be relied upon for that purpose, and the P/N and time since first installation or since overhaul, as applicable, of the MLG retraction actuator can be conclusively identified from that review. Table 1 – MLG Retraction Actuator Replacement <table border="1"> <tr> <td>Time accumulated (see Note 1) by the actuator on the effective date of this AD</td><td>Compliance time</td></tr> <tr> <td>20 000 FC or 10 years, or more</td><td>Within 18 months after the effective date of this AD</td></tr> <tr> <td>Less than 20 000 FC or 10 years</td><td>Within the limits as specified in ALS Part 4</td></tr> </table> Note 1: The times to be determined are the FC and calendar time accumulated since first installation on an aeroplane, or since overhaul, as applicable, whichever occurred later. (2) Within 18 months after the effective date of this AD, replace each MLG retraction actuator having a P/N as specified in paragraph (1) of this AD and for which the in-service history is not known, with a serviceable actuator in accordance with the instructions of Airbus SB A320-32-1408. (3) Aeroplanes that have been delivered after 22 July 2013 are not affected by the requirements of paragraphs (1) and (2) of this AD, provided that since that delivery, no MLG retraction actuator has been replaced on that aeroplane with a MLG retraction actuator having a P/N as specified in paragraph (1) of this AD. (4) From the effective date of this AD, installation on an aeroplane of a MLG retraction actuator that has a P/N as specified in paragraph (1) of this AD is allowed, provided that the MLG retraction actuator has not accumulated or exceeded 20 000 FC or 10 years since new, or since overhaul.	Time accumulated (see Note 1) by the actuator on the effective date of this AD	Compliance time	20 000 FC or 10 years, or more	Within 18 months after the effective date of this AD	Less than 20 000 FC or 10 years	Within the limits as specified in ALS Part 4
Time accumulated (see Note 1) by the actuator on the effective date of this AD	Compliance time						
20 000 FC or 10 years, or more	Within 18 months after the effective date of this AD						
Less than 20 000 FC or 10 years	Within the limits as specified in ALS Part 4						
Ref. Publications:	Airbus SB A320-32-1408 original issue, dated 22 July 2013. Airbus A318/A319/A320/A321 ALS part 4 original issue, approved 8 January 2008, or issue 1, approved 15 June 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.						
Remarks:	1. This Proposed AD will be closed for consultation on 03 October 2013. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: AIRBUS – Airworthiness Office – EIAS, Fax +33 5 61 93 44 51, E-mail: account.airworth-eas@airbus.com.						